# SAY JOLTING IS HEALTHY.

Many Heavy Weights Among Conductors On All Roads-They Get Exercise, Fresh Air and Are Not Attacked by Disease Germs.

Chicago News: "Why do railroad conductors get fat?" and "Should they be discharged merely on account of their excessive weight?" are two questions which have been agitating heavyweight railroad men about, Chicago ever since it was reported Baltimore, & Ohio intended to emno more conductors who weigh more than 180 pounds. As a matter of fact all railroad men express little concern over the reported plan of the Baltimore & Ohio, and officials of the latter line denied the rumor, but the suggestion has at least served to call general attention to the and brakemen grow portly after years of service.

Physicians gave a reporter for the Daily News some interesting facts regarding the effect of active railroad garding the effect of active railroad service on the weight and general health. They agree that there are few occupations more healthful. Fresh air, light but almost constant exercise and regular hours scare away consumption and chronic diseases, say the doctors. One physician attributed the proverbial good health and stoutness of veteran railroad conductors to the perpetual jarring and motion of the trains. Save Fat is Due to Jolline. Says Fat is Due to Jolting.

Said Dr. J. J. Davis: "There is no oubt that the jar has a somewhat simllar effect to that of electricity or massage on the muscles. There is a fric-tion caused, and although it is not vio-lent exercise riding on a train is ce-tainly exercise. That, I believe, is one tion caused, and although it is not violent exercise riding on a train is certainly exercise. That, I believe, is one
of the chief reasons for the uniform
stoutness to be found among conducwors. Of course the fresh air has a
great deal to do with it. It will be no
tleed that these men, although heavy,
are active. That is because the fat is
what the lay people call 'healthy fat,'
it is not likely to lead to fatty degeneration of the heart, and ope or two of
these conductors who carry over 300
pounds would surprise you in a running contest for a short distance."
"The percentage of mortality from
consumption or other diseases among
railroad conductors, brakemen and
switchmen," said Dr. Francis W. McNamara, county physician, "is about as
small' as that of the members of any
other claes." The reason for this is
probably the fresh air they get and the
excellent sort of exercise. It need surprise no one that conductors grow
heavy. They may have a dangerous
occupation, but they rarely have to
battle with the bacilli of chronic diseases and that is an exemption devoutly to be wished for."

More Than One Fat Conductor.

At the various railroad stations

More Than One Fat Conductor.

At the various railroad stations where questions were asked regarding "that fat conductor who runs on this division." the interrogation was almost invariably met with the question: "Which one?" It was found that stoutness was quite general and that the conductor who does not weigh more than 300 pounds is not considered a big

conductor who does not weigh mote than 200 pounds is not considered a big one.

"I guess we have the champion heavy weight of other western roads," said an official of the Lake Shore & Michigan Southern road. "His name is Martir Stark and he is known all along the line, although his regular run is between Chicago and Whiting and the stockyards. Martin weighs 340 pounds and he doesn't care who knows it. He has been employed by the company for over twenty-five years. He may take up considerable space when strolling along the alse gathering tickets, but he has no difficulty in hopping on and off the platform."

Conductor Stark is known as a wit and in the Lake Shore offices a good story is frequently concluded with: "That's one of Martin's tatest." One day Mr. Stark steeped on to the platform of a penny-in-the-slot weighing machine. Then he deposited a penny. The indicator hesitated before taking the trip around the fagured dall and then started off like the favorite in a stake race. The indicator whirled against the highest peg in the dial with a jangle and jar that made the conductor open his eyes. A number of acquaintances had witnessed the incident.

The Aceavy Conductor. The neavy Conductor.

The heavy conductor stepped off the platform with the remark: chine was apparently not made for such

chine was apparently not made for such as I. I am one cent loser because I forgot to ask what the limit was before I went into the game."

On another occasion a passenger who had been compelled to pay his fare under protest that he was an employe, held up the cash fare slip which Mr. Stark had given him. He called the conductor back from the door of the car with a peremptory: "Come back here!"

"What's this for?" said the passenger when Mr. Stark again stood beside him.

"That is a coupon," said Mr. Stark

"What's this for?" said the passenger when Mr. Stark again stood beside him.

"That is a coupon," said Mr. Stark, pointing to the cash-fare slip.

"Well, what is it good for?" shouted the passenger, irritably,

"I'll tell you," said Martin Stark.
"You keep that one and keep all you get until you have ten saved up. Then you take them into the office of the company and the president will give you a picture of the brakeman."

There are two conductors on the Chicago & Northwestern road who weigh more than 300 pounds, and a number of others who weigh between 250 and 300 pounds. Barniey Kavanaugh, on the Chicago-Miiwaukee run, and Simon Crowley, who has charge of the Harvard train, are the heaviest. They have both been in the service for a quarter of a century and more.

Among the middle weights on the Northwestern are Patrick Davis, who weighs more than 240 pounds; Frank Carney, 215 pounds, and Conductor McCaffery, 225, pounds.

Other roads are almost as well supplied with heavy men, and it has been estimated that it a rule making the maximum weight for conductors 180 pounds should be established a large per cent of the conductors now in service would have to find other employment.

### GIRL ENTICED

Into an Opium Joint, and Died From Effects of Smoking.

PHILADELPHIA, Pa., Jan. 24.-May Bibehaus, aged nineteen, died in a hos-pital to-day, from the effects of optum smoking, and seven persons are under errest, awaiting the coroners' investigation. While at a house in Chinatown, the girl was induced to smoke opium. Shortly afterward she became violently shorty afterward ane occane vicently ill, and early to-day was removed to the hospital, where death ensued. The police arrested George White, keeper of the house, Frank Reynolds, Frank Gregg, Hurry Reese and Harry Parker, inmates.

Mates.
At the inquest it developed that a buns man named Hugh Kennedy met



### A Cure for Nervous Headache.

For eight years I suffered from constipa-ion and severe nervous headache, the head-iche usually lasting three days at a time. on and severe nervous headachs, the head-che usually lesting three days at a time, issaachs powders relieved me temporarily, ut left too had an effect. Since I began aking Celery King I have greatly in proved a health, seldom or never have beedsche-ave gained in ficate, and feet decidedly rell.—Ars E. S. Hatch, Temple, N. H. Celery King curea Constipation and all dis-seases of the Nerves, Stomach, Liver and Kid-stale by dynericks. See and feet. Celery King cures Constipation and a cases of the Nerves, Stomach, Liver and neys. Sold by druggists. 20c. and 50c.

the girl and took her to Parker's room in White's house. Reynolds, Parker and Kennedy were committed without ball, pending an autopsy. The other were released on their own recognizance, except Reese, who was exonerated, and discharged from custody.

### MONMTAGU WHITE

Makes a Statement, Claiming that Dr. Leyds is Recognized as Minister Plenipotentiary.

WASHINGTON, Jan. 25 .- Mr. Mon tagu White, the South African diplomat, now in this country, to-day authorized the following statement:

"The impression that is said to exist in certain quarters that Dr. Leyds is not recognised by foreign powers as the diplomatic minister of the South African republic, on account of Great Britain's claim to suserainty, is false. Dr. Leyds is credited to and fully recognised as minister plenipotentiary of the South African republic by the following powers:

"Russia, Germany, France, Holland Beigium and Portugal. The South Afri-can republic was represented at differ-ent courts in Europe and on the continent for many years past by Dr. Leyd's predecessor, the late Johkheer Beelserts Van Blockland, who had also been indirectly recognized by Great Britain.

"The suzerainty was created by the convention of 1881, but was abolished by the convention of 1884. In 1897 it was suddenly revived by Mr. Chamberlain. The government of the South African republic strenuously repudlated the claim, and they have been supported in this by every international lawyer of note on the continent, as well as by such eminent authorities as Prof. ley, Sir Edward Clark and Sir William Harcourt, in Great Britain. The inter-national status of the South African republic is moreover recognized by Great Britain, as the following extract

of a quoted letter of Lord Derby, dated February 15, 1881, will show: "Your government will be left free to govern the country without interference and to conduct its diplomatic in-tercourse and shape its foreign policy, subject only to the requirements em-bodied in the fourth article of the new treaty, namely, that any treaty any foreign state shall not be effective without the approval of the queen.

### FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Jan. 25, Money on call steady at 21/63 per cent; last loan at 3 per cent. Prime mercantile paper 440 51/2 per cent. Sterling exchange firm, with actual business in bankers' bills at \$4 87 for demand and \$4 84% for 60 days; posted rates \$4 85 and \$4 88; commercial bills \$4 83@4 83½. Silver certificates 59½@60½c. Bar silver 59½c. Mexican dollars 47%c. Government bonds firm. State bonds weak. Railroad bonds

Prices on the stock exchange at the opening to-day reflected in a degree an improvement in London on the news that General Warren had captured the Boer position at Spion Kop. There was a brief period of active buying by professionals in expectation that the spell on the market would be broken and an outside demand for stocks attracted, but the traders quickly detected that there was no competition outside their own ranks in the demand for stocks, they turned to the short side almost immediately. The sagging of prices below the London parity made operations profitable for the foreign arbitrage houses, since prices in London were well sustained at the higher level. Buying for foreign accounts in the international stocks was estimated at from 25,000 to 30,000 shares and even this demand was largely met by sales for short account. The industrial specialties showed gains in sympathy with the internationals, but they were not so well sustained in the absence of foreign de-mand. The absolute inertness of the buying demand prompted some selling pressure by the bears against the industrials in the last hour, but prices seemed as unwilling to move downward as upward and the shorts covered before the close which was firm at slightly below the opening level in most cases. The weekly returns of the built of England and the bank of France disclosed a continuance of the notable reflux into the cash reserves of those institutions, accompanied by continued liquidation of loan obligations to them. Open market discount rates abroad continue soft, in spite of the continued incresse in reserves of the government in-stitutions and in London are still hearly 1 per cent below the bank rate even after to-day's reduction to 4 per cent. The demand for money in New York also continues very sluggish although the rate of inflow to the banks of cash continue to increase owing to large revenue receipts by the government. Mercantile paper is coming into increased demand and lenders of money made additional concessions in the placing of time loans. All this has not the slightest apparent effect in attracting any operations in the stock market

The bond market was rather broader than that for stocks, but showed a fall-ing off from the recent active business. Prices were well sustained throughout. Total sales par value \$2,345,000.

which went through the whole day af-

ter the opening spurt very near the level of stagnation. A feature in the outside market was a demand for Stan-

dard Oil, which sold at 512 a record

United States new 4s coupon and 5s

registered advanced & per cent in the

U. S. Bonds. U. S. 2s reg..... 1624; U. S. old 4s reg. 114 U. S. 3s reg..... 1094; U. S. old 4s cou.114 U. S. 2s coupon. 115 U. S. 5s reg.... 112 U. S. new 4s reg. 125; U. S. 5s coupon.113 U. S. new 4s cou.1274

Ches & Ohic. 28 N. J. Central. 118 Chicago G. W. 118 N. J. Central. 118 Chi. Chi. Bur. & Q. 1225 do preferred. 79 Chi. How & L. 154 Norfolk & W. 30 Chi. R. 12 P. 125 do preferred. 79 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East Ill. \$74 Ort. & West. 21 Chi. & East. 11 St. do preferred. 79 Chi. & C. C. C. & St. L. 6 Pennsylvania 1254 Redding. 170 do 12 pre. 15 Chi. & East. 12 Chi. & W. 170 Chi. & Chi. & W. 170 Chi. & West. 28 Chi. & W. 170 Chi. & Chi.

Express Companies. Adams ......113 |United States... 47 American ......145 |Wells Fargo...123

Miscellaneous. Cotton Oil., 284 Nat. Bis do preferred...
National Lead.
do preferred...
National Steel maiting.... preferred... B. & Refg. preferred... To eks were 229,300 shares.

New York Mining Stocks.

Steel, Tin, Tube and Hoop Stocks. The following prices for the above stocks are furnished by Simpson & Tatum, City

Bank building:	Opened.	Closed
National Steel, commo National Steel, prefer American Tin, commo American Tin, preferr	n 41% red 92% n 28	405 225 28 80 43
National Tube, comm National Tube, prefer	on 43 red 92	43 514 42
American Hoop, comm American Hoop, prefer The following quota	rred 81	60

tional Exchange Bank building:	Anke
Steel preferred	40
Steel, common	SECTION
Tin, common	31
Hoop, common 41 Tube, preferred 91%	45 50
Tube common43	44
Wheeling & L. E., 2d pre 27 Wheeling & L. E., common 10	
Chicago & G. W., common 121/2	and dis
the state of the s	

Breadstuffs and Provisions

CHICAGO-The wheat market was firm to-day, mainly helped by confirmafirm to-day, mainly helped by confirmation of rumors of plague at Rosario. May closing a shade over yesterday at 67c. Corn and oats closed each a shade up and provisions 5612½ better. Quiet prevailed in the wheat pit throughout the session. Confirmation of the rumored presence in Rosario was the chief support, giving the market a cone of firmness. The cold weather west and the steadiness of cables were contributary influences in the steadiness. The Liverpool advance early was largely a factor in the initial gain here. May opened %2 over yesterday. The entire range was narrow, May selling between 67½ cand 68%c, closing a shade up at 57c. Cash people reported a better inquiry, but no business transacted. The export business was stagnation. New York reported five loads taken for export and the seaboard reported clearances in wheat and flour equal to 265,000 bushels, compared with 655,000 last year; Minneapolis and Duluth reported 261 cars, against 282 last week and 469 a year ago. Receipts here were 23 cars, one of which was of contract grade.

The corn market was dull and save tion of rumors of plague at Rosario,

cars, one of which was of contract grade.

The corn market was dull and save for a momentary dip, firm. Light receipts and small country offerings with some sympathy with wheat were the influences. The shipping demand from New York was slow but better from Philadelphia and Baltimore. Receipts here were 192 cars. May ranged from 13762. See the country of the countr

Oats were dull and firm without much Oats were dull and firm without much feature. There was some buying by eastern cash handlers against other sales. The cash business received a temporary check by the advance of ½0 in the relative cash price on export oats, holders raising their price on account of the small receipts. Receipts here were 189 cars. May ranged from 23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu23\pmu33\pmu

Articles.	Open.	High.	Low.	Clone.
Wheat, No. 2. Jan. May July	645 <sub>6</sub> 675 <sub>6</sub> 655 <sub>6</sub>		6414 6514 6734	
Corn No. 2. Jan. May July	22356	- 26%	33	3075 2314 3576
Jan May	-	22% 23%	22% 23%	22% 25%
Mess Pork. Jan. May July	10 82% 10 75	10 7716 10 82%	10 60 10 75	10 6744 10 75 10 8294
Jan May July	5 92% 6 00	6 00 6 05	5 90 5 974	5 85 6 00 6 95
Short Ribs. Jan	5.70	6 77%	6 67%	5 70 5 77% 5 85

ash quotations were as follows Flour steady. Wheat-No. 3 spring 624@634c; No. Wheat—No. 3 spring exwessis. No. 2 red 674-66c. Corn—No. 2, 2114c; No. 2 yellow 314c Cnts—No. 2, 2214-623c; No. 3 white 342-654c. Rye—No. 2, 32654c. Barley—No. 2, 38642c.

Flaxmed-No. 1, \$1 50; northwestern

1 50., Timothyssed-Prime 33 5062.00. Mess Pork-Per barrel 39 20610 60. Larg-Per 100 Dz., \$5 7565 8746. Short Riba-Sides (loose) 35 8065 80 Dry salted shoulders (boxed) 55

Short clear sides (boxed) \$5 \$066 06. Whiskey — Distillers' finished goods, per gallon, \$1 2346. Sugars — Cutloaf 6.00c; granulated

Susars — Cutloaf 6.00c; granulated 5.44c.
Clover—Contract grade \$3 25@8 25.
Butter—Steady; creameries 19@24c; dairies 18@22c.
Chesse—Firm at 12@12c.
Eggs—Steady; fresh låc.
NEW YORK—Flour, receipts 18.823 barrels; exports 2.016 barrels; market quieter to-day, but none the less firmly held, as western mills claim continued high cost of production.
Wheat, receipts 28,000 bushels; exports 24.020 bushels; spot market firm; No. 2 red 75%c f. o. b. afloat, prompt; No. 1 horthern Duluth 75%c f. o. b. afloat; No. 2 red 75%c elevator; options opened firm at %c davance; close: March 75%c; May 73%c; July 78%c.
Corn. receipts 55,500 bushels; exports

78%c.
10.103 bushels: spot market firm: No. 2
40%c f. o. b. afout, and 40%c elevator;
options opened steady and closed firm
and unchanged; May closed at 33%c.
Oats, receipts 183,700 bushels; exports
10,305 bushels; exports
10,305 bushels; exports

options opened steady and closed firm and unchanged; May closed at 35½c.
Oats receipts 183,700 bushels; exports 10,305 bushels; spot market dul; No. 2, 25½c; No. 3, 23½c; No. 2 white 31½c; Hay, coal, beef and cutments steady. Hay, coal, beef and cutments steady. Hay, coal, beef and leather firm. Lard firm; western steamed 36 22½; January 36 20 nominal; refined steady. Pork steady. Butter steady; western creamery 21625c; do factory 18695c; June creamery 22623c.
Chesse firm; fall made, fancy small, 12½c; large, late made, law@lac; large, late made, law@lac; small, late made, 122612½c.
Eggs easy; western ungraded at mar 14695c; western loss off 30c.
Tallow weaker. Cottonseed oil easier; office opened steady and unchanged to a decline of 5 points; closed steady at 5 points higher to 5 points lower; sales, 22,000 bags.
Sugar, raw firm; fair refining 3 15-18c; centrifugal, 96 test, 4%c bid; molasses sugar 3 11-16c; refined firm.
BALTIMORE—Flour dull and unchanged; receipts 9,772 barrels; exports 31,000 barrels. Wheat steady; spot and month 70%@71c; February 71@71½c; May 73½c; steamer No. 2 red 56½c66¢; receipts 14,257 bushels; exports 52,004 bushels; exteamer No. 2 red 56½c66¢; receipts 14,257 bushels; exports 52,004 bushels; exports 514,255 bushels; southern white and yellow corn 37@ 38c. Oats dull; No. 2 white 30½@31c, 10c. 2 mixed 23½c; hay steady; No. 1 timothy 315 50 asked. Cheese and butter firm and unchanged. Eggs firm at 20c.
CINCINNATI—Flour firm. Wheat outer, No. 2 red 72@72½c. Corn firm:

CINCINNATI-Flour firm. CINCINNATI-Flour firm. Wheat quiet; No. 2 red: 220724c. Corn firm: No. 2 mixed 2544@35c. Oats dull: No. 2 mixed 2544@35c. Rye dull: No. 2. Sic. Lard firm at \$5 85. Bulkmeats dull at \$5 80. Bacon quiet at \$6 85. Whiskey active at \$1 234. Butter steady, Sugar firm and higher: hard refined at \$4 7076 00. Eggs firm at 16c. Cheese steady.

TOLEDO-Wheat higher and steady No. 2 cash 70c; May 72c. Corn ruled higher; No. 2 mixed 43c. Oats dull; No. 2 cash 56½c nominal. Cloverseed quiet and steady; prime cash, old, 34 99; January new, 35 72½; March \$5 77½. Oil understeady to the steady of the steady of the control of the steady of the control of the control of the steady of the s

### Live Stock.

CHICAGO-Cattle, good to choice na tive steers strong and active; medium inferior kinds about steady; Texans strong and active; butchers stock and strong and active; butchers stock and canners firm; feeders about steady; good to choice \$5.25@6.50; poor to medium \$4.00@4.90; mixed stockers \$3.25@3.95; selected feeders \$4.20@4.90; good to choice cows \$3.46@4.60; hefers \$3.25@4.75; canners \$2.10@2.80; bulls \$2.50@4.45, calves \$4.50@7.75; fed Texas beeves \$4.00@5.00. Hogs average about 5c lower; fair clearances; mixed and butchers \$4.40@4.70; good to choice heavy \$4.60@4.00; good to choice heavy \$4.60@4.72%; rough heavy \$4.40@4.50; light \$4.55@4.55. Sheep steady: lambs strong; native 54 539; 51%; Duke of sales \$ 309; 60.
Sheep steady: lambs strong; native wethers \$4 5005 50; lambs \$5 0096 50; western wethers \$4 4002 90; western lambs \$5 7596 60. Receints—Cattle, 10,000 head; hogs, 32,000 head; sheep, 15,000 head.

15,000 head.

EAST LIBERTY—Cattle steady; extra \$5.70%6.00; prime \$5.40@5.65; common \$3.00%1.60. Hogs dull and lower: prime mediums and heavy hogs \$4.80% 4.85; heavy Yorkers \$4.75%4.80; light Yorkers \$4.65%4.70 pigs \$4.20%4.40; roughs \$3.00%3.80. Sheep steady and higher on lambs; choice wethers \$5.00% 5.10; common \$2.50%5.50; choice lambs \$8.65%6.50; common to good \$4.75%6.60. Veal calves \$7.00%7.75.

port still very limited. No change in prices. Bleached cottons unchanged. Denims tending unward and advance prices shortly. Other coarse colored cottons strong. Print cloths inactive for regulars. Better demand for odd goods for distant delivery under the quotations for near positions. Fancy prints quiet. Indigo blues and mournings in good request. Cotton linings steady throughout. Hosiery and underwear firm. Men's wear woolens again in active demand and strong.

### Metals.

NEW YORK-Buyers and sellers did not come together in a large lot way in the metal market to-day and the situation in its entirety was not changed to tion in its entirety was not charged to speal: of. The cable and western news about harmonized with local ideas. At the close the metal exchange called pis-iron warrants dull; lake copper un-changed at \$15.50; tin quiet but firm at \$27.60 nominal; lead steady, with \$4.70 bid and \$4.70 asked. The brokers' \$4.70 bid and \$4.80 asked. The brokers' price for lead is \$4.5, and for copper \$15.50.

## Petroleum.

OII, CITY—Credit balances \$168; certificates, \$168% bid for cash; shipments 87.397 barrels; average 87,123 barrels; runs 106,991 barrels; average 87,692 barrels.

Wool. NEW YORK-Wool dull,

DYSPEPSIA—bane of human exist-nce. Burdock Blood Bitters cures it, romptly, permanently. Regulates promptly, permanently, and tones the stomach,-1

MEDICAL.

MADE ME A MAN AAAX TARLETS PORITYELY CORE
ALL Neversus Diseases—Failing Meanory, Imponency, Sinenjeases, and, caused
by Ausse or other Encares and Indiserrors for the Consessed and Indierrors for the Consessed and Indiserrors for the Consessed and Indition of the Consessed and Indierrors for the Consessed and Indierrors for the Consessed and Indierrors for the Consessed and India
errors for th

PLUMBING, ETC.

WM. F. C. SCHNELLE,

Plumbley, Gos and Steem Fitting Dealer in all goods perfaining to the trade.

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Telephone 57. Wheeling, W. Va.

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Practical Plumber..... Gas and Steam Fitter. No. 1155 Market Street. Gas and Electric Chandeliers, Filters, and Taylor Gas Burners a specialty, mrs WM. HARE & SON,

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No. 33 Twelfth Street. Work done promptly at reasonable prices TRIMBLE & LUTZ

COMPANY.

Plumbing and Gas fitting. Steam and Hot Water Heating.

SUPPLY HOUSE.

A FULL LINE OF THE CELEBRATED SNOW STEAM PUMPS.

BEST HOTELS IN THE STATE. HOTEL BARTLETT.

Mannington, HOTEL COMMERCIAL. House Heated by Steam.
Opp. B. & O. Station, Rowlesburg, W. Va. TERRA ALTA HOTEL.

Centrally Located.

Terra Alta

HOSFORD'S HOTEL Centrally Located. Rates \$2.00 Fer Day, Sistersville, W. Va.

MOUND CITY HOTEL, Under New Management. Opposite Court Heuse, Moundsville, W. Va.

EAKIN HOUSE.

New Martinaville, W. Va.

Home for Commercial and Oil Men. HOTEL MOREY, Middlebourne, W. Va First-Class Livery Attached,

SKINNER'S TAVERN,
At Depot. Fairment, W. V2...
Sample Rooms Opposite New Court House. WATSON HOTEL.

STEAMERS.



er KEYSTONE STATE-Charles V. Mox. Master Will D. Rimble, Parser, Svery Tuesday at 8 a. m. Steamer QUEEN CITY-Robert R. Ag-sew, Master: Daniel M. Lacsy, Parser Svery Thursday at 8 a. m.

Revery Thursday at 8 a. m.

Every Thursday at 8 a. m.

For Freight or Passage Telephone 8

CROCKARD & BOOTH

Agen

### RAILBOADS

Cleveland, Lorain & Wheeling RAILWAY COMPANY. dule in effect November 19, 1839. Central Standard Time.

NORTH-BOUND ja. m. a. m. p. m. p. 2 4 6 Justus ..... Massillon .... Canal Fulton Warwick .... Lorain Branch,

Lorain ..

Main Line. 0:19 2:20 6:28 2:86 6:48 2:86 6:48 2:86 6:66 3:05 6:66 7:16 8:22 6:46 7:31 3:40 7:16 8:23 4:18 7:14 8:25 4:18 7:14 8:25 4:35 9:50 7:05

Electric cars Bridgeport to Wheeling, Bellaire and Martin's Ferry. Consult agents for best routes and lowest rates to all points.

General Passenger Agent.

### BALTIMORE & OHIO RAILROAD.



Departure and arrival of trains at Wheeling. Eastern Time.
Schedule in effect
Nov. 19, 1859.
Station corner of Twentieth and Water Streets.

From Wheeling to Grafton and Cumberland... Washington and Baltimore. Philadelphia and New York Pittaburgh and Cumberland Washington and Haltimore. Philadelphia and New York Grafton and Cumberland... Fairmont and Grafton..... Washington (Pa.) and Pitts. \* 5:23 \* 5:25 \* 5:25 † 6:50 \* 6:50 \* 7:20 Zanesvillo and Newark.... Columbus and Chicago.... \* 7:25 Zanesville and Columbus... Cincinnati and St. Louis... Grafton and Cumberland. Washington and Baltimore

Washington and Baltimore.

Zanesville and Newark... \*105.66 \*195.20

Zanesville and Newark... \*2.25 \*11:36

Columbus and Chicago... \*2.25 \*11:36

Washington (Pa.) and Pitta | 7.313 \*19:30

Philadelphis and New York | 7.313 \*19:30

Philadelphis and Cumberland... \*4.50 \*10:30

Washington and Baltimore... \*150

Pittsburgh and Cumberland... \*4.50 \*10:30

Washington and Baltimore... \*150

Pittsburgh and Cumberland... \*5.20 \*10:31

Zanesville and Columbus... \*11:40 \*5.25

Pitts and Washington (Pa.) \*5.23 \*10:31

\*Daily. Except Sunday. \$1.50

\*Paily. Except Sunday. \$1.50

\*Pai

THE MONONGAH ROUTE 13 THE Short Line between Fairmont and Garksburg. Quick Time-Fast Trains-Sure Connections. When traveling to or from Clarksburg or West Virginia and Pittsburgh railroad points, see that your lickets read via the Monongahela River Railroad, Close Connections at Fairmont with B. & O. trains, and at Clarksburg with B. & O. and W. V. & P. trains. Tickets via this route on sale at all B. & O. and W. V. & P. R. stations.

HUGH G, BOWLES, Gent. Supt.

### RAILWAY TIME CARD.

sxeepi Monday, Sanndaya oniy, Sakursaya oniy, Easters Eandard Time.

Depart, B.&O. Main Line East Africa.

12.55 am Wash, Bal, Phil, N.T.

12.55 am Wash, Bal, Phil, N.T.

13.55 pm Wash, Bal, Phil, N.T.

14.55 pm Gratton Accom...

14.50 pm Gratton Accom...

14.50 pm Washington City Ex.

15.5 am Por Columbus and Chien...

15.5 am Por Columbus and Chien...

15.5 pm Pittsburgh accom...

15.17 pm 19.23 am...

15.25 pm Pittsburgh and East...

16.25 pm Pit

77.25 am Pittsburgh Pittsburgh Pittsburgh Pittsburgh Pittsburgh Pittsburgh Pittsburgh Pitts Pitts and N Y Pitts Pitts Pitts AN N Y Pitts Pitts Rail, Wah, N Y Pitts Am Steub, and Dennison. Pitts Am Steub, Col. Cin. St. Li

Bellaire, 10:10 am Mail, Express and Pas 2:15 pm 5:00 pm Express and Passenger, 2:25 pm Mixed Freight and Pas 1:20 pm

Pennsylvania Stations. ennsylvania Lines. Trains Run by Central Time AS FOLLOWS :

Daily. |Daily, except Sunday. "Sunday only. Ticket Offices at rennsylvania Station on Water street, foot of Eleventh street, Wieeling, and at the Pennsylvania Sta-tion, Bridgeport.

SOUTHWEST SYSTEM- PAN HAN-DLE ROUTE."

From Wheeling to Wellsburg and Steubenville. McDonald and Pittsburgh, Indianapolis and St. Louis, Columbus and Cincinnati, Pittsburgh and New York. Philadelphia and New York. Steubenville and Pittsburgh Columbus and Chicago..... Philadelphia and New York Baltimore and Washington Steubenville and Pittsburgh McDonald and Dennison... p. m. † 8:15 Pittsburgh and New York ... † 6:85 Indianapolis and St. Louis Dayton and Cincinnati..... Steubenville and Columbus Pittsburgh and East.....

NORTHWEST SYSTEM-CLEVELAND & PITTSBURGH DIVISION. Steubenville and Wellsville. Steubenville and Pittsburgh 12:40 112:40 Fort Wayne and Chicago... Canton and Crestline...... Alliance and Cleveland.... Staubenville and Wellsville. Philadelphia and New York

Wellsville and Pittsburgh... Toronto and Pittsburgh... Staubenville and Wellsville. Baltimore and Washington. New York and Washington. Steubenville and Pittsburgh Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 6:25 p. m. train. Central time. (One hour slower than Wheeling

J. G. TOMLINSON,
Passenger and Ticket Agent.
Agent for all Steamship Lines. OHIO RIVER RAILROAD CO. Time Table in effect November 19, 1899.

ACCOMMODATION. 7:20 a. m.-Daily-For Parkersburg and intermediate points.

OHIO VALLEY EXPRESS.

o. m.—Daily except Sunday—For Moundaville, New Martinaville, Sisteraville, St. Marys, Mariotta, Parkersburg, Eavenswood, Millwood, Pomerov, Pt. Pleasant, Charleston, Gailipolis, Huntington, Kenova, Ironanti, and all points South and West, Runs solid to Cincinnati, Parior Car. KENOVA EXPRESS.

KENOVA EXPRESS.

11:53 a. m.—Daily—For Sistersville, Marietta, Parkersburg, Pomeroy, Point Pieassant, Charleston, Gallipolis, Huntington, Kenova, and principal intermediate points. Parlor Car.

ACCOMMODATION.

3:15 p. m.—Daily—For Parkersburg and intermediate points.

EXPRESS.

7:00 p. m.—Daily except Sunday—For Sistersville, St. Marys, Waysrly, Marietta, Parkersburg, and intermediate points north of Sistersville.

L. CHALENOR,

Gen, Pass, Agent.

Wheeling & Elm Grove Electric Railway Cars will run as follows, city time:

WHEELING TO ELM GROVE. Leave Elm Grove eave Wheeling. 8:00 8:30 p. m. 12:15 9:13 9:00 LEAVE WHEELING p. m. 4:55